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CIRCULATION

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"Right is More Precious than Peace"

NOT THE CONSUMER'S FAULT.

In connection with the coal situation in this country and the danger of a shortage during next winter, the Black Diamond, a coal journal, believes that the people have reason to worry and that they should continue to worry because the situation is serious.

Pointing out that coal is not moving and that mines are idle it claims that the reasons for it are that the people do not know how serious the situation is, that the fuel administration is inefficient and that the coal selling force has been destroyed or rendered useless. But it also claims that the biggest reason is that the people do not know, and that they are not providing for the storage of all the coal that they can.

The reference to the storage of the coal means the getting of their bills at this season of the year for the winter months which are to come. The coal administration has called attention to this great need, and in spite of the belief expressed by this coal journal to the contrary there are reasons for feeling that it is not so much the lack of anxiety on the part of the people and their unwillingness to get in their next winter's supply as it is the confusion which exists as the result of the fuel administration's activities and the inability to get coal. It is impossible to store up next winter's supply in your cellar if the coal cannot be obtained and if it is impossible to have orders taken for it. Coal mines are idle; it is not the fault of those who are and have been endeavoring for weeks to fill their bins. There surely is trouble somewhere but it certainly cannot be fastened upon the people.

CONSCRIPTION IN IRELAND.

These are these in this country who have given expression to their belief that Ireland will accept the conscription which England proposes and that the Irish will join in the efforts to increase the arm of the allies to the point where it will be certain of driving the Teutonic hordes back. They have confidence in the Irish people to the extent that they believe that they are not lacking in their appreciation of the gravity of the situation and that they realize that it is obligatory for them to do their utmost in the present crisis.

That such a feeling exists to a certain extent in Ireland cannot be doubted. For Ireland certainly has been fighting for freedom long enough to understand what it means and what it would mean to have the imperial German government dominate the world. The Irish may not like the English, but they certainly cannot like the Germans any better. The attitude manifested here, and which, those who are displaying it feel, voices the sentiment of their people in the Emerald Isle, doesn't give a high rating to the efforts of the Sinn Feiners. Their acts have simply served to repel rather than to help the movement for home rule and it is only proper that they should feel that Ireland stands a much better show of getting what it wants and what it deserves by joining in the fighting of the common enemy of mankind than it would by trying to handpick and to throw added obstacles in their own path. The Irish in this country believe in conscription and it is only logical that those in Ireland should take the same view.

THE HELL GATE CHANNEL.

Under prevailing conditions it must be realized that it is no time to use money for purposes which can wait just as well as not. The need just now is to devote the nation's resources to the winning of the war, but it cannot help being recognized that the action taken in the lower house of congress by the amending of the rivers and harbors bill so that provision is included therein for the deepening of the Hell Gate channel so as to secure a depth of 40 feet is a waste.

At the present time the channel from Long Island sound to New York will accommodate only a part of the naval vessels of this country. This means that to get to the Brooklyn navy yard the biggest ships have no alternative, whereas should the channel at Hell Gate be deepened to the

proposed depth it will be available from either direction and an advantage of incalculable value be obtained.

There has been an effort made, and this has been supported by the government engineers to have the channel made 35 feet deep, and certainly anything which can be done in this direction will be a benefit but while an extensive outlay is going to be made for the 35 foot channel and the 40 foot channel will have to be done at some other time it would appear to be in the interests of economy to do the whole job at once and get it out of the way. Such a channel will of course be of much assistance to the merchant as well as the naval vessels but for the protection of New York this means of getting to and away from that port ought to be developed to the fullest extent. It is work which cannot be delayed without causing handicaps of a serious nature.

THE AIRPLANE SITUATION.

It wasn't many months ago that the country was cheered by the reports which were given to it about the excellent opportunities before it for meeting the needs in aircraft that our army and navy might be properly supplied, and by the progress which was then being made to that end. We were assured that though we had been lagging in this direction that the concentration of effort was going to overcome past deficiencies and by this spring we would have thousands of flying machines, equipped with the most efficient engines, ready for service.

Relying upon such assertions and bolstered up by government claims that machines were being forwarded, it was with much surprise that the country was apprised of the fact that such was not the case, that our airplane factories were filled with spies, that the Liberty motor was not coming up to expectations and that instead of having thousands of machines ready this spring, the number finished and in use is almost insignificant, while not over four have been sent to our army in France.

This presented a deplorable situation and one requiring immediate and drastic action. Some of the criticism must be taken with a grain of salt but there can be little doubt of the necessity of a thorough reorganization of this branch of the government which is charged with the provision of such equipment. It is encouraging to note that reports made to the senate present a more favorable outlook but it is certainly time to get to the bottom of the trouble and at the same time it is evident that good has come from the criticism which has been indulged in, which proves to have been not against but in behalf of national welfare.

CONSERVING THE INFANTS.

Just because the country is involved in war it does not mean that attention can all be turned from the important work of doing everything possible to decrease the large infant mortality of the country. The nationwide campaign which has been started with this end in view ought to meet with an enthusiastic response and marked success.

When it is realized that there are 30,000 children in the United States under the age of five who die annually it can be appreciated that there is certainly a sufficient incentive for this undertaking. It is not imagined for a minute that all of these lives could be saved. Such would be a futile belief but in the opinion of physicians and those who have become familiar with the situation it is estimated that the lives of a third of them can be saved if the proper educational steps are taken.

It is well known that many babies die because the mothers do not fully understand about their care. They do not realize their responsibility or they do not know how to exert it. The aim of the undertaking is to educate the mothers regarding the simpler and more vital duties of caring for children in their tenderest years and it should meet with a hearty reception from those to whom the aid will be extended.

Life is too valuable to be thrown away and yet that is about what it is in many instances where the proper knowledge is not possessed by the mothers in caring for their children or in guarding against preventable diseases. If this ignorance can be decreased a great and lasting good will result.

EDITORIAL NOTES.

It is far better to loan your money to your government than to be forced to hand it out to the Kaiser.

The man on the corner inquires: What chance has a man to be a good American if he isn't one now?

These are the days when a fellow doesn't have to let a dog lead him around for exercise unless he is so disposed.

Fifty million is now being urged for concrete ships and it is not a cent much if construction can be speeded up in the benefit of the outlay obtained in time.

Those who did not participate in the first two loans should come to the front in large numbers this time and push the number of subscribers to the 50,000,000 mark.

It is reported although not confirmed that a trip from America to England by airplane has been made. In these days we are willing to believe almost anything.

When our German military authority declares that a change of mind is taking place in that country as to the aid which America can render it is only what was expected.

HE WAS A CHAMPION

The young man with the square forehead and determined chin passed knowing at the door of his sister's room.

"Oh!" he exclaimed shortly. "You're in, are you? I've been trying to get hold of you for two days and I am surprised at the way you are continually absent from home! Don't you ever stay home? When do you get time to darn and sew buttons and things?"

The pretty girl in the pink Georgeanne negligee laid down her magazine and cried the shrill cry. "Come in, precious," she said sweetly. "What have I done now? Always when you begin about socks and buttons it leads to grave crimes! I certainly wish you didn't feel such a responsibility for my frivolous life!"

"I'm!" growled the young man, trying to glare and failing, because no human man can glare at the combination of a dimple and curly hair. "Foolish is a good word! I'd like to know what you are doing with Kirkham's Blackpipe!"

"Kirk is one of my best friends," he continued, "and I tell you right now that I'm not going to stand for any of your nonsense! Kirk is a real man and don't you make the mistake of thinking he's one of the willie-boys you've always had floating around in swarms! When you turn them down they go drink a pink soda water and forget the whole thing! You try that little game on Kirk!"

"Woot!" said the pretty girl conversationally. "Do bark in a lower key! Did I send you?"

"Send me?" echoed her brother disgustedly. "Do you think Kirk Blackpipe is the sort of man who needs somebody else to fight his battles? That shows how little you know him! He's perfectly able to take care of himself!"

"Then why don't you let him?" asked the pretty girl with a twinkle. "Send me!" cried the young man with the square forehead. "Don't you know what friendship is? Do you think I'm going to sit back and let you flirt with a fine chap like Kirk and lead him on and everything and then drop him as you've dropped all the rest? Here he is, crazy about you, and you going out first with Arthur and then with Seymour and—"

"You are so complicated," frowned

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Unless Germany is beaten in the field, we cannot win this war. Any peace based on compromise, whatever its terms, can be only a degree better than a British defeat. The loss of life, of money, of time, will have been in vain. The whole terrible tragedy will have had to be begun over again. And let no one think that it is for reasons of revenge or in order to enable us to impose harsh and heavy terms that we must defeat the German armies. On the contrary, let us be very generous in the hour of our victory, but until that hour comes let us cease to wrangle about peace terms. For the moment, they can be put one war aim—to defeat Germany.—A returned British officer in the London Times.

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Owners of all Dutch vessels engaged in the Rhine traffic have been ordered by the Dutch Government to recall to Holland all their vessels which are still outside the country. The Telegram states that it appears to be Germany's intention to seize these vessels in contravention of the provisions of the Rhine Traffic Act; but the Handelsblad understands that the order is due to the fact that many of these vessels have been sold to Germany whilst continuing to sail under the Dutch flag.

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